



**Rules and Regulations
for the Construction and
Classification of Ships
for the Carriage of
Liquefied Gases in Bulk,
October 2012**

Notice No. 1

Effective Date of Latest
Amendments:

See page 1

Issue date: November 2012

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RULES AND REGULATIONS FOR THE CONSTRUCTION AND CLASSIFICATION OF SHIPS FOR THE CARRIAGE OF LIQUEFIED GASES IN BULK, *September 2010*

Notice No. 1

This Notice contains amendments within the following Sections of the *Rules and Regulations for the Construction of Ships for the Carriage of Liquefied Gases in Bulk, October 2012*. The amendments are effective on the dates shown:

Chapter	Section	Effective date
10	10.1	1 January 2013
13	13.6	1 January 2013

The *Rules and Regulations for the Construction and Classification of Ships for the Carriage of Liquefied Gases in Bulk, October 2010* are to be read in conjunction with this Notice No. 1. The status of the Rules is now:

Rules for Ships for Liquefied Gases	Effective date:	October 2012
Notice No. 1	Effective date:	1 January 2013

All text which does not appear in the IGC Code is prefixed by 'LR' and thick vertical lines (see LR II.3)

Chapter 10

Electrical Installations

Effective date 1 January 2013

10.1 General

LR 10.1-02 ~~In addition to the dangerous zones and spaces related to the carriage of flammable cargo products, other zones or spaces where flammable gas or vapour may be present such as those associated with flammable refrigerants, batteries and storage of materials having a flashpoint (closed cup test) not exceeding 60°C are to be considered with respect to the installation of electrical equipment. See also Pt 6, Ch 2,14 of the Rules for Ships.~~ In addition to the dangerous zones and spaces related to the carriage of flammable cargo products, other zones or spaces where flammable gas or vapour may be present are to be considered with respect to the installation of electrical equipment. These include those areas associated with the use of cargo as fuel, flammable refrigerants, batteries and storage of materials having a flashpoint (closed-cup test) not exceeding 60°C. See also Pt 6, Ch 2,14 of the Rules for Ships.

LR 10.1-04 The lighting system in hazardous areas shall be divided between at least two branch circuits. All switches and protective devices shall interrupt all poles or phases and shall be located in a non-hazardous area.

LR 10.1-05 Electrical depth sounding or log devices and impressed-current cathodic protection system anodes or electrodes shall be housed in gastight enclosures.

LR 10.1-06 Submerged cargo pump motors and their supply cables may be fitted in cargo containment systems. Arrangements shall be made to automatically shut down the motors in the event of low liquid level. This may be accomplished by sensing low pump discharge pressure, low motor current, or low liquid level. This shutdown shall be alarmed at the cargo control station. Cargo pump motors shall be capable of being isolated from their electrical supply during gas-freeing operations.

Existing paragraphs LR 10.1-04 and LR 10.1-05 have been renumbered LR 10.1-07 and LR 10.1-08.

Chapter 13

Instrumentation (Gauging, Gas Detection)

Effective date 1 January 2013

13.6 Gas detection requirements

- 13.6.7 A permanently installed system of gas detection and audible and visual alarms should be provided for:
- .1 cargo pump rooms;
 - .2 cargo compressor rooms;
 - .3 motor rooms for cargo handling machinery;
 - .4 cargo control rooms unless designated as gas-safe;
 - .5 other enclosed spaces in the cargo area where vapour may accumulate including hold spaces and interbarrier spaces for independent tanks other than type C;
 - .6 ventilation hoods and gas ducts where required by chapter 16; and
 - .7 air locks.

LR 13.6-03 In addition where cargo is used as a fuel outside of the cargo area permanently installed gas detection is also to be provided for:

- .1 other enclosed or semi-enclosed spaces outside of the cargo area where cargo vapours may accumulate including gas valve unit rooms;
- .2 the spaces in gas fired internal combustion engines required by LR 16.6-05 in Chapter 16 including crankcases, sumps, scavenge spaces and cooling system vents.

13.6.10 For the spaces listed in 13.6.7, alarms should be activated for flammable products when the vapour concentration reaches 30% of the lower flammable limit.

LR 13.6-04 For the spaces described by LR 13.6-03, alarms shall be activated when the vapour concentration reaches 30 per cent LFL and safety functions required by 16.3.7 in chapter 16 shall be activated before the vapour concentration reaches 60 per cent LFL. The crankcases of diesel engines that can also run on gas shall be arranged to alarm before 100 per cent LFL.

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Registered office
71 Fenchurch Street, London, EC3M 4BS
United Kingdom